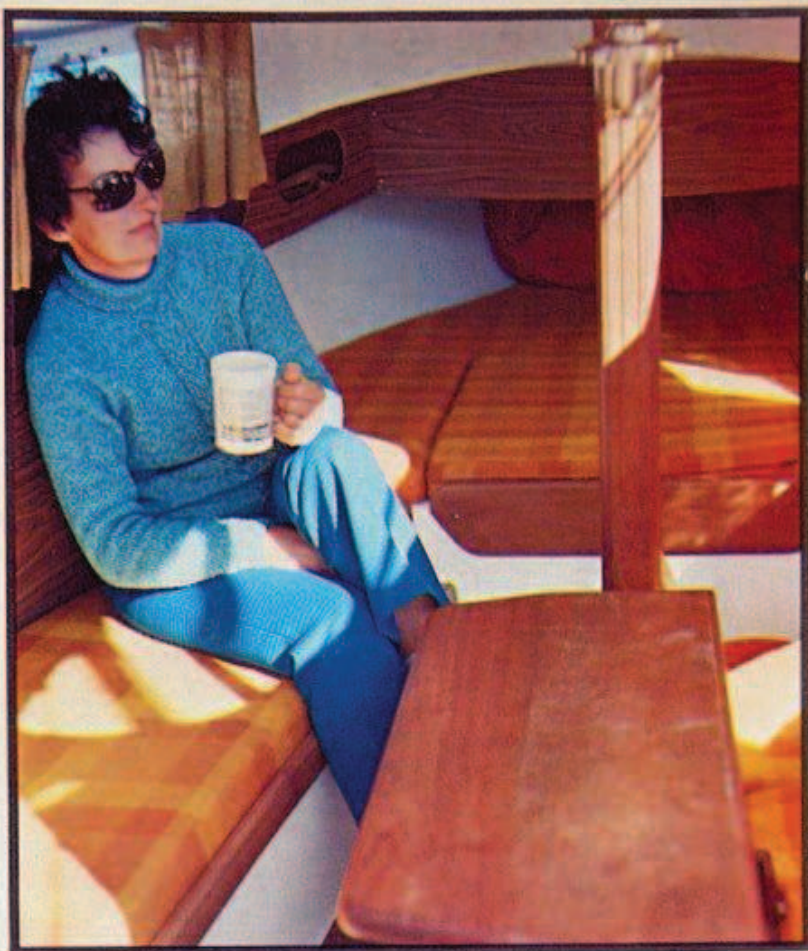




THE IDEAL FAMILIAR TS?

Made for togetherness, the sleek Compass 22 has a lot going for her. Her smaller sister has won more than 200 hearts and has shown what enthusiasm and active participation can do for a girl who wants to go places. PAUL HOPKINS reports.



SEACRAFT LAUNCHED one of the success stories of the decade in June issue, 1971 when we tested the Queen of the Fleet — Compass Careel No. 7. Since then 193 of these beautifully-finished trailer sailers have been built. We hope to test No. 200 within the next six months (boat No. 207 will be launched this spring!).

To recap, David and Pam Rose of Palm Beach, Sydney bought the rights to build the Adelaide-designed Duncanson 18, and renamed it the Compass Careel 18. They offered finish and furniture which, even today, cannot be matched by most commercially-built trailer sailers.

The Roses began talking about a big Careel in those early days and it took years of planing and heartache before the dream was realised. Sydney's Joe Adams was commissioned to design the big Careel and, after delays and building problems, the plug was floated from Ken Beashell's boatshed in Elvina Bay to the "mainland" (Elvina Bay can be reached only by boat — it is on the western shore of Pittwater).

Months went by before the female mould was finished and set up for the birth of its first "baby".

Cabin has good headroom and room to spread. Galley is to port and the toilet is under the fore'd cushion. Teak trim adds class.

The "old girl", David Rose's original 22, scampers off downwind under a blood-red spinnaker while (right) boat No. 8 shows her paces upwind.



IDEAL FAMILY TS?

Getting a good glass hull was only the first step. David Rose wanted the very best centreplate lifting gear as well — so he began experimenting with an hydraulic system. It worked and, although expensive, has now proved itself.

Today, Hydraulic Specialists Pty Ltd of Brookvale, NSW make the Compass Careel 22 centreplate hydraulics and also sell similar gear to the big ocean racers as backstay adjusters. Twenty five Careel 22s have now been built and SEACRAFT has sailed two of them. One is Rose's own yacht, the prototype on which all development work has been done and the other is the much-raced Careel 22 No. 8, owned by John Wheeler, an engineer.

Our first outing was one Daylight Saving evening last summer. A strong nor'easter was blowing and we had an exhilarating reach across to Pittwater's magnificent Basin and close reach back to Careel Bay, home of the Careels. We liked the way she handled and, once snug on the mooring, sat with pop-top cabin roof raised and talked. The breeze circulated via the pop-top and the hot night was cooled.

The second outing was this winter. It was a glorious day. The sun was warm and a light sea breeze ruffled the calm waters of Pittwater. We launched the prototype across the all-sand ramp at Palm Beach and joined John Wheeler's No. 8 off Sand Point to sail in company to Lion Island. Halfway there the breeze died, so No. 1 towed No. 8 under outboard auxiliary. The Tasman Sea was almost as calm as Pittwater. But an underlying swell and a sudden sea breeze gave us some action for the pictures shown here.

After sailing No. 1 we transferred to No. 8 (sail number is actually A 0110 as Wheeler races with the Amateurs on Sydney Harbor). We then followed the Roses' Careel 22 — packed with children, adults and the family dog! — down Pittwater. Their red spinnaker pulled strongly and although lightly laden, we had trouble keeping up under main and headsail.

At Palm Beach ramp we retrieved the prototype, unrigged (the mast drops forward, not aft!), and drove back to Careel Bay for some lundin (afternoon brunch!). The retrieving exercise proved this big boat can be launched and trailed reasonably easily. However, one wouldn't want to do it every day. The effort involved should be rewarded by at least a weekend afloat.

The Careel 22 is no ordinary trailer sailer. She is a trailerable yacht as her centreplate gives about 40 percent ballast ratio. Her plate weighs 385 kg (fixed keel version is available with 545 kg keel). She is rigged like a yacht too, with big overlapping headsail and masthead sail plan.

I see no reason for suffering a big overlapping headsail on any yacht which does not have to rate to the measurement rules. Tacking is slow and hard



work compared with slight overlap rigs. However, the big genoa on Wheeler's racer certainly pulled her along. She is one of the few 22s carrying the big headsail. Most others carry No. 2 genoa which, with the mainsail, gives 20.88 m² working area. No. 1 and main total 27.27 m².

Although No. 1 Careel 22 has been around a few years, its hydraulics worked better than the newer yacht's. Rose replaced the original pressure hose with stainless steel pipe last season and the difference was most apparent. No. 8's pump handle felt spongy and the oil reservoir was leaking. (The pressure hose on No. 8 has since been changed to S/S pipe!)

One thing in favor of the hydraulic system is accessibility. If something goes wrong, the skipper has only to remove the centreplate case top to get at the top-mounted ram, pipes and mechanism. The heavy centreplate cannot pivot out of the bottom of the boat either. At \$430 the hydraulic system is expensive, yet said to be more reliable than a simple S/S wire and pulley arrangement. (We heard about one large TS which broke its centreplate cable and had to get a diver to push the plate back into

As close as she'll come; knee-deep water stops the Careel 22. Pop-top doesn't look out of place and blends in with hull lines.

the case! A stop on the plate would have stopped this accident.)

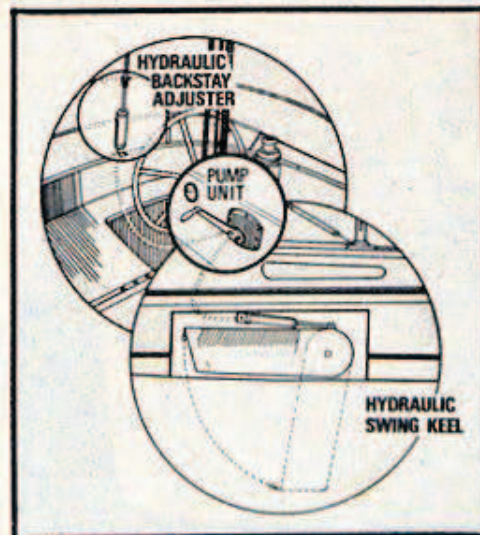
The Careel 22 is one of the prettiest and best thought-out trailer yachts built in Australia. From her for'ard deck well through non-skid deck and cockpit to insulated ice box and petrol storage locker aft, she looks right.

Yet one trap for stumble-footed players is the gap the pop-top cabin roof leaves just behind the mast. It would be easy to put a leg wrong in a joggle and the painful consequences would no doubt persuade the victim to keep the lid down while sailing.

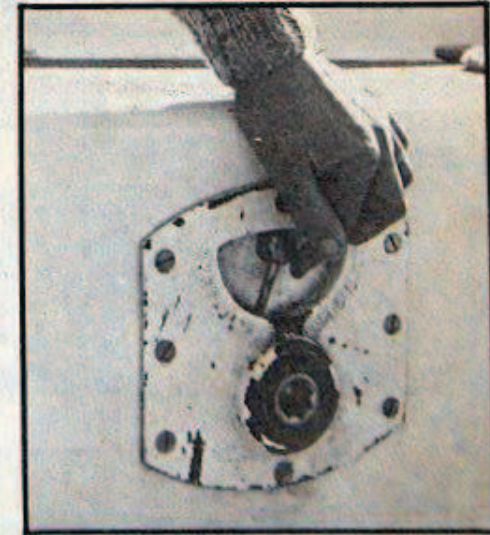
I wonder how watertight the pop-top would be in a bad knock-down? It, in my opinion, is not for open ocean cruising as it must be weaker than a solid cabin roof.

A shock cord system controlled the pop-top on the two boats we sailed and the lid had to be lifted and its retaining arms locked in one movement. A revised and improved lifting system was shown

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How the hydraulic system swings keels and twangs backstays. From Manta Marine's catalogue (Geoff Scotter, Brookvale).



The hydraulic pump valve. Push it aft and centreplate swings down. Push it for'ard, slip in winch handle, and pump board up.

THE IDEAL FAMILY TS?

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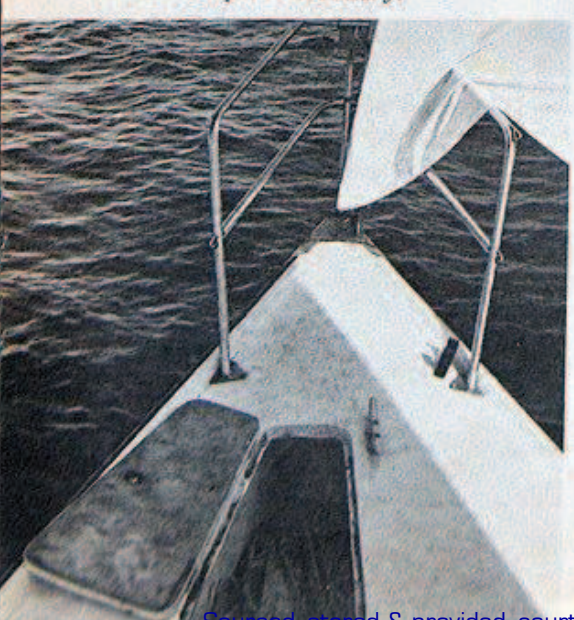


Cockpit is 2.44 m long, is deep and comfortable. Central teak rail stops sliding feet. Outboard can be left on transom while sailing. Backstay has double adjuster but mainsheet is fixed.



Sheets can be worked from inside pop-top. Mainsheet clears pop-top but boom vang cannot be set while roof is raised. Gives excellent air circulation and is ideal for the cook.

Foredeck anchor well self-drains overboard. Pulpit is necessary.



at the last Sydney Boat Show. (The lid on new boats can be lifted fore and/or aft or tilted either way.) The galley slaves we took along as models liked the pop-top as it gave them standing headroom while working at the stove and sink.

Accommodation for five, plus dinette, toilet and that 1.83 m galley headroom put the Careel 22 in a class of its own in the TS world. There are huge stowage areas under the cockpit sides and well thought-out places for everything one needs at hand when cruising. Of course, one would have to live with a Careel 22 for a week or more to discover her shortcomings but we didn't find any glaring mistakes in layout.

However, it is not the ideal boat to be towed by a Mini Moke. All-up weight must be at least 1155 kg (that's 2550 lb!) and one needs a large, powerful vehicle to tow and stop such a dead weight. On reflection, the entire rig, with trailer, could be closer to 1360 kg (3000 lb)... almost 1½ tonnes!

The Roses believe that many Careel 22 buyers will keep their boats on permanent moorings — that's why they

offer a fixed keel version. They also believe similar-sized trailer sailers may be heavier than owners are led to believe.

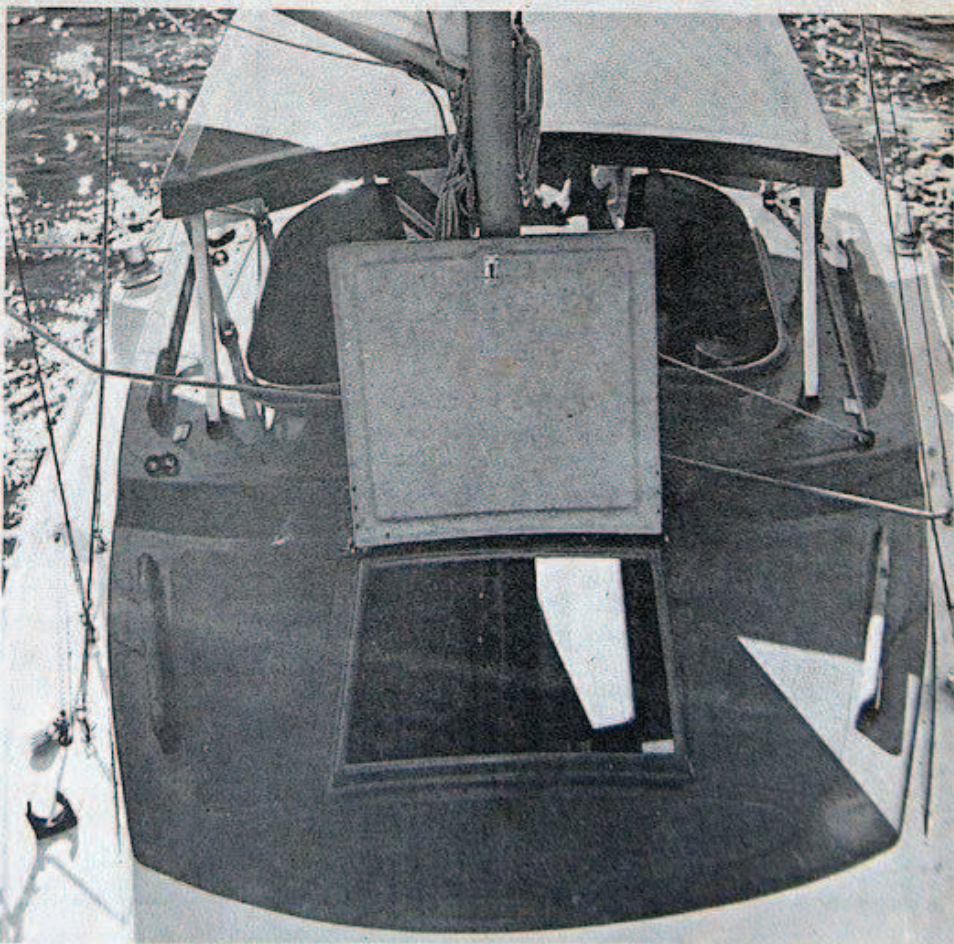
Perhaps — as well as providing self-righting proof — builders should be required to prove total weight of the boat and the trailer. A weighbridge ticket would suffice. That way buyers would know where they stand when towing on the highway. There is only one thing worse than a car which cannot tow its owner's boat — it's a car that cannot stop that boat in an emergency!

SUMMARY

The Careel 22 is a lovely yacht. It is not cheap; \$8638 buys one with all the goodies. Add \$925 for a special trailer and about \$400 for an outboard auxiliary, and that leaves little change out of \$10,000. Is that too much for a TS? Twenty five Careel 22 owners think not.

We did not sail her against other yachts and cannot comment on per-

From bow showing large hatch, generous non-skid, good hand rails and pop-top raised revealing the elephant pit just behind the mast.



Careel 22



PAYNE: Very much the "miniature yacht" type, and everything fits well into the "peaceful cruising" image. When fully down, the heavy iron-ballast drop-keel of 545kg promises stability much like that of a small keel yacht. Helm balance is good. The relatively small and simple rig works well. There's no need to fuss about sitting up on the weather rail in a breeze, and everything can be done just as one would in a small keel yacht. This is one of those boats where the drop-keel when fully hoisted, still protrudes to some extent below the bottom, about 170mm (7 inches) which is somewhat of a drawback for lying aground. However, the Compass Careel design adds up to a miniature yacht in which a crew with no great skills could make some really good cruises.

Two things struck me about the Careel design — firstly that designer Joe Adams had really got good results by his decision to go to a notably heavy drop-keel, and secondly that by avoiding the temptation to give the boat a wide, flat, so-called "powerful" stern, he had also avoided the decided weather helm of some of the other boats. These two design features may be connected, in that the Careel has been given good stability from her ballast and so doesn't need further help from a wide after-body.



WEBSTER: Weighing a very solid 1.5 tonnes, the Careel 22, like most of the boats involved in this Rally is legally beyond the capacity of most family sedans. Nevertheless, manufacturer David Rose has gone to a great deal of trouble to ensure that if his Careel 22 is heavy, then it is as easy to launch as any other trailer yacht. His latest trailer comprises pneumatic centre rollers supporting the keel sections of the Careel, so that even though it has a protruding keel, this has scarcely any effect on the launching and retrieval process.

From a family viewpoint, the Careel 22 is clearly one of the outstanding yachts involved in the Rally. It reflects the very obvious fact that David and Pam Rose actually cruise in their yachts, and have done so for a considerable amount of time. Practical family touches are evident from the stem to the stern. Whether it is Pam Rose's thoughtfully (and tastefully) arranged curtaining, or the well designed slide-out galley, or a very large freezer capacity, the Careel 22 is superbly set up for a family of four, well set up for a family of five, and could even cope with a family having four children, i.e. having six people aboard at one time. The dinette arrangement is quite practical, with leaves folding up from the centreboard case. The toilet is hidden off behind a curtain, but it is in a very awkward position (between the forepeak berths) should it be needed in the middle of the night.

The Careel 22 has one of the strongest pop tops we've seen, and it is located directly above the galley, i.e. the cook can stand and stretch if required. Access up and down the companionway is fine. The boom is nearly 1.82 metres off the deck and out of the way. The outboard lives in a permanent mounting on the transom.

As far as rigging is concerned, David Rose stood the rig up in a short 9 minutes 38 seconds (alone) with thanks (partly) due to the well engineered mast stepping arrangement. Mum couldn't quite do it on her own, but she could with the help of a youngster. The Careel 22 is a yacht with inherent charisma and considerable functional appeal. If you have a vehicle big enough to tow it, the Careel 22 must be near the top of the list.

DAVIDSON: The Careel 22 is a boat designed seven years ago and refined ever since to become one of the most practical and best mannered trailer sailers on the market. With its whopping great iron keel and enormous ballast ratio, the Careel sails like a yacht. Its stiffness is such that if you want to cruise without playing games with the gear, you just set the sheets and forget them. Combined with this is the boat's speed and ease of control. The helm is easy, the mainsheet can be on a removal traveller for racing or just a purchase for cruising, and huge, bottom action winches and generous jam cleats take care of the headsail. The centreboard system is hydraulic and was the best I saw — lowering it was the simple turning of a lever, and raising it the pumping of a handle like a bilge pump for about 20 strokes. The Careel was the only boat (time not permitting) I took to sea, and in a 10-knot nor-east slop off Barrenjoey the little trailer sailer pointed higher and kept pace with a Swanson 38 for a time. I felt that continuing on to New Zealand was a real possibility, so secure did it feel.

The Careel's finish was good — nothing brilliant in this area but a feeling of strength everywhere. All the hull fittings were bigger and more solid than the competition. The anchor locker is offset and vertical, allowing a big Danforth to be stowed on edge. The outboard is on the transom, the rudder reverses when out of the water, the pop-top is so strong you can jump on it.

Below decks the test boat was meticulously decorated by David Rose's wife Pam, with curtains separating the vee-berth from the saloon. A glossy headliner made the space appear bigger than it was. Finish was good.

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